

ONE MORE HORROR.

Fearful Disaster on the Providence and Stonington Railroad.

A BRIDGE SWEEP AWAY.

A Passenger Train Crashes Into the Awful Breach.

NINE DEAD BODIES RECOVERED.

Thirty Persons Wounded and a Number Still Missing.

THE WRECKED TRAIN ON FIRE.

The Victims Roasted and Crushed to Death in the Debris.

"BRAVE EVEN UNTO DEATH."

The Engineer and Firemen Standing Dead at Their Posts of Duty.

THE ENGINE LEAPS THE CHASM.

Graphic Details of the Accident—How the Torrent Carried the Bridge Away—Statement of a Passenger—The Killed and Wounded.

RICHMOND SWITCH, R. I., April 19, 1873.

A terrible accident occurred at Richmond Switch, R. I., on the Stonington and Providence Railroad, at four o'clock this morning, by the breaking of the mill dam just north of the track, on the Pawcatuck River. The water rushed down the stream in torrents, caused by a freshet, and, rising above the usual level some ten feet, washed away the bridge and railroad track over the stream. The Stonington steamboat train, en route to Providence and Boston, coming along at the time, was precipitated into the chasm, the engine leaping to the opposite bank. Three cars and three coaches telescoped, and all of them took fire afterwards and were burned up. The engineer, fireman and six others are known to be among the killed. Others are supposed to have been washed down the stream or buried under the debris. Parties of workmen and volunteers are clearing the track and searching for bodies. The "Owl" train, from New York, was just behind the steamboat train, and only escaped by being three minutes behind time. The "Owl" train had four sleeping cars, filled with passengers, all of whom would, doubtless, have been instantly killed or injured.

ABOUT FORTY PERSONS are wounded, the majority being only slightly hurt. Engineer William Guile, of Providence, fireman George Eldridge, of Wickford; Albert Allen, of Providence; Jeremiah Cramer, of Boston; John Callahan, of New York, and two others unidentified, were killed. All the bodies were found to be badly burnt. It is now three o'clock P. M., and some twenty are still missing. Among the injured are Patrick Burns, James Donovan, Dennis Heffren, Edward Cranin, Patrick Williams, Thomas Nolan, baggage master, leg broken, escaped through the window; Henry Stiner, Mary Wern, New York, badly; Frank Johnson, New Bedford, and others, names unknown at present. J. D. Eldridge, of Harwich, Mass., escaped from the passenger car first burned, and succeeded in saving Mrs. Rebecca Kelley, Miss Lizzie Evans and her brother, children of Captain Evans, of the steamer General Sedgwick, but was unable to save three other passengers, who perished, being

CAUGHT AND HELD FAST among the broken seats. Mary Bohan, aged seventy, had her leg broken and received other serious injuries. Her daughter, Honora Bohan, has her skull fractured and will not survive. A temporary bridge is almost finished, when all the wounded will be forwarded to Providence and Boston. There were 130 persons on the train, a large number of passengers remaining in the steamboat, as they preferred to take the morning accommodation. Among the wounded was Benjamin Knapp, Jr., a member of the New York press, bound to the reunion of the Sixth Massachusetts regiment. Sylvanus Evans and Mr. R. H. Kelley, of West Dennis, Mass., were miraculously saved, receiving a few bruises.

THE TEMPORARY BRIDGE has been constructed at this hour, seven o'clock P. M., over the stream, and trains are making regular trips. Some four thousand people have already waited the scene of the accident, and every train over the road is crowded with persons anxious to satisfy their morbid curiosity. Up to this time seven charred bodies have been found, but it is impossible to identify them, with the exception of those of the engineer and fireman. Superintendent Matthews, of the Stonington and Providence road, has been on the spot constantly since early morning, and has done all that man can do to recover

THE BODIES OF THE VICTIMS and provide for the survivors of the disaster. Physicians from Stonington, Westerly and Providence were sent to the switch to dress the wounds of the sufferers, and a special train conveyed them to Providence, where arrangements have been made to further care for them. The engine, as before stated, jumped across the chasm, and the end of a broken rail on the opposite side of the bridge penetrated the boiler-head, causing the steam to escape, and thus preventing an explosion. The engineer and fireman were

KILLED AT THEIR POSTS, and remained in an upright position even after death, the former with his hand on the throttle and the latter having hold of the brake. Both were consumed by fire, as there were no means by which any person could cross the stream to recover the bodies.

In a conversation with THE OWNERS OF THE MILL DAM, I learned that he examined the dam before retiring for the night, and thinking that there was some danger of its giving away opened the sluice gate, which relieved it somewhat from the great pressure of the large body of water which it held

in check. Had he taken proper precautions and strengthened the dam before leaving this accident might have been avoided.

It will be impossible for me to give the names of all the killed, as their faces are so disfigured. They will have to be identified by their friends. Seven bodies have been recovered. The engineer lived in Providence and leaves a family. Conductor Orrin Gardner escaped with his life. Thomas Nolan, the through brakeman, was seriously injured in the thigh. All the other brakemen escaped with slight injuries.

THE KILLED, so far as recognized, are:—Albert Allen, of Providence. Jerry Cramer, of Boston. John Callahan, of New York. William Guile, engineer. George Eldridge, fireman. Two other bodies have not yet been identified.

THE INJURED are:—Patrick Burns, of New York, leg broken; Frederick Johnson, of New Bedford, serious skull wound; John Hollingsworth, legs bruised; J. D. Eldridge, of New York, bruised; Dennis Bohan of New York, wrist hurt; Joseph Donovan, of Ireland, slight contusion and bruised; Mary Bohan, leg fractured; Hanora Bohan, skull fractured, probably fatally; James Donovan, of New York, badly bruised and injured internally; Dennis Heffren, of Hartford, leg injured badly; Ed. Cronin, of New York, injured in the leg; Patrick Williams, of New York, badly bruised; Thomas Nolan, badly injured in thigh; Henry Stiner, of New York, and Joseph Olmstead, of Providence, both have had badly injured; Edward Mangum, of New York, rib broken and head badly injured; John Creden, of New York, head cuts; George H. Vernon, of New York, injured about the head and legs; William Finley, of Boston, injured about the head and legs; Joseph Phillips, of South Boston, legs bruised.

There are some twenty more whose injuries are slight.

The engine made a fearful leap, passing over the stream and imbedding itself in the opposite embankment. It is more than ten years since any accident has occurred on this road. The washing away of the dam and bridge, of course, could not have been foreseen. The first reports of the disaster were greatly exaggerated. Only three PASSENGER CARS WERE BURNED, two first class cars and one second class car. The other three cars burned were what railroad men call "baggage cars." The three cars that contained the baggage and express crates were what saved the lives of the passengers.

J. W. Thayer, who tends the switch at Stonington Junction, informed your reporter that the mail train and steamboat trains were both ready to leave at the same hour this morning. Had the Shore Line mail train gone into this rushing flood the loss of life would have been much greater, as there were no baggage cars on that train to save the passenger cars, as in the case of the wrecked train.

Arrival of Survivors in Boston—Graphic Narrative of the Disaster.

BOSTON, April 19, 1873.

Many friends of passengers on the Stonington steamboat train last night are anxiously inquiring at the Providence depot for the names of the victims of the disaster. Few details are known up to one o'clock. The following has been received:—

KINGSTON, April 19, 1873.

A. A. FOLSON, Superintendent of the Boston and Providence Railroad:—

Ben Smith, the ticket agent, is all right. Train all burned but the smoking car and one other car. About fifteen or twenty persons were burned to death. Quite a number of wounded.

O. S. GARDNER, Conductor.

A number of passengers, survivors of the wrecked Stonington train, reached this city this afternoon, among them several of the wounded, whose names have been already given. None of them appeared to be seriously injured, except Nolan, the brakeman, who was taken to his home, in Cabot street. The following named persons, all sailors and residents of East Boston, who went from here to New York in a ship last Wednesday, are among the wounded:—Thomas Burke, injured on the head; James Todd, head and legs injured; Edward Messenger, injured on the head; William Finley, head and legs injured; George H. Brennan, head and legs injured; John Hollingsworth, head and shoulders injured; John Cartin, head and ribs hurt and injured internally.

Conductor Gardner and the baggage master had just gone back into the smoking car when the accident happened. The conductor was jammed in between the seats by the shock, but showed

GREAT PRESENCE OF MIND by immediately calling out to some one to go back with a signal of danger for the mail train, which was just behind them and coming at a rapid speed. Some one of the unharmed immediately rushed back and signalled the coming train, and a double disaster was averted. All the badly wounded were taken to Providence, and arrived there about three o'clock this afternoon, and were taken to the hospital in that city. Mr. Jonas Holstrom, who was a passenger in the fourth car of the train, gives the following

NARRATIVE OF THE DISASTER.

The train, which consisted of five cars, left Stonington at five minutes past three o'clock, about thirty-five minutes late. The rate of speed before reaching Richmond switch was about thirty-five miles an hour, and the first intimation he had of the disaster was a sharp concussion, which burst open the car in which he was seated and partially fled it with the debris of the preceding car. Mr. Holstrom was on the left hand side of the rear end of the car, and in front of him, on the opposite side, near the stove, were two young men, apparently from twenty to twenty-five years of age, and directly behind them was Benjamin R. Knapp, Jr., of Boston. Mr. Holstrom, immediately after the shock, heard the young men and Mr. Knapp call for help to extricate them, as they were wounded and held fast by the splintered portions of the preceding car. On reaching Mr. Knapp it was found that one of his legs was injured, and Mr. Holstrom and several others set about to extricate him and the two young men. Suddenly a volume of flames shot into the car door, and instantly the mass of splinters was on fire, the flames rushing through the car as quickly as though the wood had been a lot of hay. The rescuers had barely time to relieve Mr. Knapp from his position when they were

OBLIGED TO FLEE FOR LIFE,

and the two unfortunate young men were left to meet a terrible fate, and were burned to death in a very few minutes. With these exceptions none of the other occupants of this car were known to have perished, though quite a number had a very narrow escape, among whom was an old lady, who belonged to Sandwich Mass. Just before the fire

burst into this car Mr. Holstrom and others were engaged in prying up the stove, which apparently had imprisoned the two young men, who were seated beside it, and the light of the fire was distinctly seen outside the train, but was supposed to be a signal to warn approaching trains or to aid the rescuers in prosecuting their labors. The bridge

WHERE THE DISASTER HAPPENED is between thirty and forty feet wide and the depth of the chasm is about twenty feet. Nearly forty rods above this point is a grist and saw mill on the Pawcatuck River, and a supply of water for the mills is received by means of a dam. The storm swept away the dam and the water in the stream below rose to a height of ten feet, carrying away the railroad bridge and abutments, which were found about fifty rods below. The rails at either end of the bridge were left sticking up, and when the train came dashing along the

ENGINE AND TENDER LEAPED THE CHASM and landed on the opposite side. Immediately behind were two crate cars, which plunged into the opening, followed by the second class passenger car, containing a number of emigrants and a party of sailors belonging to Boston, who were returning from New York. As this car piled upon the crate cars it was splintered into kindling wood, and the persons inside were tumbled into the water and bruised, and one of their number lost. In the rear of this was a car which contained but two passengers and Thomas Nolan, the brakeman. The next car was occupied by quite a number of passengers, and was the one in which Mr. Holstrom was seated. Behind this was another passenger car and a smoking car, both of which were saved by uncoupling and running them back from the wreck. The general opinion among the passengers seemed to be that the

FIRE CAUGHT FROM THE STOVE In the second class car, though its work was done so quickly that the origin will probably never be definitely known. No one yet arrived in Boston can give a list of the dead or the number killed, but the general estimate is from eight to twelve.

Latest Details—Nine Bodies Recovered—No Inquest Deemed Necessary.

PROVIDENCE, R. I., April 19, 1873.

Nine bodies have been recovered thus far. Thomas Nolan, of Boston, had his thigh fractured. The engineer and fireman were burned to a crisp at their posts. Two of the unknown persons recovered had their limbs burned off, leaving their trunks only. No inquest is deemed necessary by the Coroner. The bodies have been brought to this city.

"Out of 105 passengers," says Mr. Conductor Gardner, "I can account for but forty-two people who have been rescued dead or alive from the wreck."

Mr. Gardner was in the rear car at the time of the accident, and business-like, when he saw what had occurred, sent a signal man back with a red lantern to warn the approaching New York express train, so as to avoid a double calamity. He adds to the statement quoted above by saying that a great proportion of the missing ones were probably washed out towards the water or he drowned at the bottom of the creek. Some of them, perhaps, may have been cared for in the few dwellings which are scattered about this dismal locality, but that number must be easily counted.

Mr. Charles Browner, one of the passengers on the train, says that there were seven cars, three flats, which contained crates of fruit, and four passenger cars, one of which was the emigrant car. When the train struck the bridge the flat cars went to the bottom of the river, which had been swollen by the late freshet to twice its usual size. The passenger cars were piled upon the flats, and were each telescoped.

THE SHRIEK OF THE PASSENGERS

were heartrending, as they were jammed in by the seats. Mr. Brown reports seeing a pile of bones and flesh by the side of a hot stove, which were equal to four persons. The cars were set on fire by the stoves and explosions of kerosene lamps. He says among those heard screaming in the cars for assistance was Mr. A. F. Allen, of Providence. The train was forty minutes behind time. Mr. Brown says that there were certainly between twenty-five and thirty persons killed.

There was just enough of the engineer left to identify him. When discovered his body was between the driving wheels of the engine. The fireman's body was completely mashed to jelly. Mr. Brown also says that he saw numerous pieces of flesh and bones lying upon the bank of the river. There were many persons striving to crawl from the wreck with broken legs, mangled and bruised faces and heads.

THE PASSENGERS WHO ESCAPED

and the baggage were transferred to the accommodation train, which arrived here at noon. The work of repair was vigorously prosecuted, and the shore line train passed through, reaching this city at one o'clock. The steamboat train arrived here at a quarter to three o'clock. The latter train contained the wounded passengers, and on its arrival they were severely taken in charge, and the most dangerously wounded conveyed upon cots to the hospital, while those slightly hurt received due attention.

The Shore route mail train was entitled to the track, but, being from three to five minutes late, the steamboat train started in advance, otherwise the former would have plunged into the chasm. The Shore line train backed to Westerly and gave the news of the disaster, and Drs. Wilbur, Lewis, Collins and Crandall were soon despatched by a special train to the scene of the wreck.

A Mr. Smith, a passenger, who came through on the first train from the scene of the disaster, stated that Albert F. Allen, the Providence man, who is among the dead, was alive after the accident, but unable to move from his seat and was roasted alive. His body was almost burned beyond recognition, and was taken from the seat he occupied. A special train arrived from the scene of the disaster about two o'clock this afternoon, upon which were a number of the passengers of the wrecked train. There were also on board this train some dozen or more of the wounded passengers, with

HEADS AND BODIES FEARFULLY BRUISED and mangled. They were taken to the Rhode Island Hospital in wagons. The names of those wounded who came on this train are as follows:—

Mary Bohan, Nelly Brown, Henry Sturte, Patrick Bohan, Frank Johnson, Huntingdon, James Deman, Dennis Brown, Patrick Whaley and Patrick Williams.

The above persons are all probably fatally wounded. They were all destined for Boston, with the exception of Patrick Whaley, who was coming to his friends in this city. The bodies of those of the dead who have been taken from the wreck arrived here to-night and presented a sad spectacle. Box after box was taken from the train and deposited in the hearses and baggage wagon provided by the railroad company, thence being conveyed to the establishment of Mr. Gardner F. Schwartz, on Dorrance street.

A REVOLVING SIGHT.

Mr. Albert F. Allen, who, by the way, is well known among firemen as being the inventor of a recently patented prevention for the more direct communication of hosemen with their engines, was burned entirely to a crisp. I can compare the appearance of the headless trunk to nothing less than a great piece of brittle coke, from which pieces could be broken easily. Next him, laid in a long wooden box, the corpse of Mr. M. F. Fleming. He was identified by a card in his possession, which gave ocular evidence that he was a member of the "St. Mary's Sodality, Thomas Green, Secretary," but where that society is located nobody in this locality knows. Mr. Fleming had a through ticket for Boston. His body was perhaps better preserved than any of the rest.

THE HEAD IS GASHED BADLY

on the top, but the full, dark brown beard appears to be unstained. His eyes are half open. From the head downward the body is in a good condition, except the left foot and portion below the knee on that side, which has been burned to a black undistinguishable lump. On the other side, the right foot is clean and white. Another crumpling mass of charred humanity, unidentified, lies beside Mr. Fleming, and there is a full pile of fragments of other bodies now to be put into shape for recognition. These remains have been packed carefully in ice, and will be held to await the order of the friends of the departed.

In relation to the cause of the accident, although I am sensible that an expression of an opinion in this respect may be criticized severely, I have arrived at the conclusion that

THE SOLE BLAME

rests on the railroad company. The buttresses of the bridge were built upon sand "literally," and the freshet which washed away the foundation left the bridge in a treacherously ticklish position. To all appearances it was safe, but beneath the superstructure laid a trap for the capture of human lives. The engine and train passed partially across the bridge, when their weight caused one end to sink, and there was a mixed up mess of cars and locomotive, from which it was impossible for anybody to extricate himself unharmed. Even at this hour, midnight, the streets and hotels are lined with people, who come to no other conclusion than that spoken of in the above paragraph.

What the Vice President of the Road Says.

Mr. D. S. Babcock, the Vice President of the Stonington line, sent the following to the New York Associated Press last evening:—

STONINGTON, Conn., April 19, 1873.

I have just returned from the scene of the disaster. So far only five passengers and two employees have been found killed. The cause of the accident is very plain. The dam, 150 yards above the bridge, gave way and precipitated a pile of lumber against the abutments of the bridge, which formed another dam, and the overflow undermined the abutments. The bridge was only twenty feet span. The wounded, mostly emigrants, have been sent to the hospital in Providence. The engineer died at his post, with his hand on the throttle valve. There will be no further interruption to travel.

THE COLOMBIAN QUESTION.

Politics at Panama and Rise and Progress of the Isthmian Movement—Overthrow of a President and Installation of a New Ruler—Fighting and Fury, but Little Blood—The War of Races.

PANAMA, April 19, 1873.

Since the year 1871, when the radicals and conservatives combined in an attempt, which signally failed, to overthrow the government of the then President, Corrocoso, the liberals have been in the possession of undisputed power, and all the State authorities and the Legislature have been of their selection. President Corrocoso having completed his legal term of office, made room for General Neira, one of his own party and one of his most intimate friends.

The consequence was that on Saturday, the 5th inst., Rafael Aizpura, a half-brother of ex-President Corrocoso, went to the Government House with a half dozen others and having previously brought over the guard captured President Neira and made him a prisoner in his own house. They then went to the barracks of the State troops, who had also been bought over, and declared Damazo Cera as the fifth substitute, President of the State. The Supreme State Court was next visited, and before it the leaders of the revolution witnessed the swearing in of the *conferre* whom they were thus thrusting into power.

A small proclamation was then issued, in which Colonel Aizpura declared that "the people who had elected President Neira had declared against him and had placed in his position one in whom they had full confidence. The new President also came out with a declaration that he was acting solely in the interests of the people."

With the publication of these two documents it appeared as if the revolution were over; and, although the numerous political factions into which the population is divided were considerably disgusted at this new exhibition of power by the "liberal" or black portion of the population, it appeared as if the revolution were over, and the restoration of the old government would be made.

By dark, however, it became evident that, falling fighting friends among the natives of the town, the partisans of the ex-President had sought the assistance of the Pichichin battalion of national troops brought by men and stationed a portion of them in the principal square and spread the rest as pickets to prevent transit through the streets or communication between the gross of the troops of the new government, which were outside the city, and some fifty men they had left inside the barracks usually occupied by the State government. The commander of the national troops sent a message to the ex-President demanding the immediate delivery of the imprisoned President and his Secretary of State—who had been taken with him—and asking him to return to the barracks at ten o'clock. If this demand were not complied with, at eight o'clock random shots commenced to be fired by the national troops, and the ex-President's party, who were in the barracks, commenced firing on the men in the barracks, and after firing for about ten minutes they retired, after losing one man. Their opponents also had one killed. The desire to fight evinced by both sides was so strong, that an arrangement was made to meet at the barracks, and the ex-President was taken to the barracks, and the national troops were removed to the quarters of the national troops.

The next day quiet reigned.

It was said that General Neira should be returned to the State government. As yet, however, he has not been returned, nor does it appear probable he will be, since it is known that the national troops are in revolt against their officers and have threatened to shoot their colonel. The national or federal troops are almost all pure Indians from the interior, while the State government troops are formed of mulattoes and negroes, and there is not a single white man among them.

ENGLAND.

The Movement of Bullion from the Bank for New York—Rate for Money on 'Change and at the Bank.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, April 19, 1873.

The amount of bullion withdrawn from the Bank of England on balance yesterday was £200,000, all of which was for shipment to New York.

SHIPMENT OF THE PRECIOUS METAL.

The bullion which was drawn from the Bank of England yesterday for shipment to New York will be taken out to America by the steamship Scotia, which sails from Liverpool to-day.

"CHANGE RATE FOR MONEY.

The rate for money at the Stock Exchange on government securities is two per cent below the Bank of England rate.

GERMANY.

Royal Matrimonial Fete with Imperial and Civic Rejoicing.

TELEGRAM TO THE NEW YORK HERALD.

BERLIN, April 19, 1873.

Prince Albrecht, nephew of the Emperor of Germany, was married to-day to Princess Mary, of Saxe-Altenburg.

The ceremonies were of a grand character. This evening the bridal couple were escorted from the White Hall to the nuptial chamber by a torchlight procession.

TURKEY.

Constantinople Connected with Adrianople by Railway.

TELEGRAM TO THE NEW YORK HERALD.

CONSTANTINOPLE, April 19, 1873.

The railway between Constantinople and Adrianople has been completed, and trains are now running between the two cities, a distance of 137 miles northwest from the capital to the banks of the Yundja.

AUSTRALIA.

Sad Mortality and a Suicide on Board an Emigrant Ship.

TELEGRAM TO THE NEW YORK HERALD.

MELBOURNE, April 19, 1873.

The ship Alarbus, of and from Hamburg, with a number of emigrants arrived here to-day. During the voyage thirty-two of the passengers died and the captain committed suicide.

EARTHQUAKE AND FIRE.

The Fatal Visitation in San Salvador—Its Approach, Warnings and Sudden Realization.

Fifty Lives Lost and \$5,000,000 Worth of Property Destroyed—Fire Following the Volcanic Agitation—Rural Scenes Near the Seat of Desolation—Executive Energy and Prompt Charity.

SAN SALVADOR, MARCH 24, 1873.

Ever since the 4th inst., when we had a shock of earthquake, which more or less damaged the greater part of the houses in town, we had most unpleasant reminders that we live in a volcanic region. The ground trembled and heaved; the undulations of the earthquake waves were as perceptible as those of the sea to one in a small boat. For miles round much damage has been done. Many families have gone to Santa Fecla, about three leagues off, where the different shocks, though they have made themselves felt, have not done much damage.

THE GREAT VISITATION AND ITS CONSEQUENCES.

When the great shock came, at a little after two A. M., the houses commenced crashing down in all directions, and just now there is not a house fit for habitation in the town, except a new frame building and the front part of the Hotel del Parque. The ground trembled and heaved; the undulations of the earthquake waves were as perceptible as those of the sea to one in a small boat. For miles round much damage has been done. Many families have gone to Santa Fecla, about three leagues off, where the different shocks, though they have made themselves felt, have not done much damage.

THE SCENE IN THE RURAL DISTRICTS.

The ground is still shaking slightly at intervals. On the road out of the city to a place called Cedro, whither I rode yesterday, there are large trunks where the ground heaved as if it had been newly ploughed up, while in other parts there are cracks and fissures, which show the powerful forces which were at work.

Loyopango and Ilopango, two neighboring villages, are entirely down—even the straw houses having shared the fate of the more substantial edifices.

At San Martin only the church and a couple of old houses are down. While on the road thence to Coyoteque, a very fine building has been destroyed, Coyoteque itself has not been injured.

FIRE.

Shortly after the severe shock a fire broke out in a drug store, and had it not been for the energy displayed by the President, who directed the work which resulted in its extinguishment, the loss would have been very great. It is more probable that what the earthquake left undestroyed, Coyoteque itself has not been injured.

FIRE IN THE RUINS.

In some few cases roofs have remained standing, supported by the uprights, but in every case all the tiles have been shaken off.

A couple of thieves, who attempted to ply their vocation while rain was free, were promptly shot by order of the President, and this act of necessary justice had much good effect that not a robbery has been heard of.

THE LOSS OF LIVES.

The loss will amount to more than five millions of dollars. A great deal of the material will be good for nothing, and I suppose that for this reason as much as any other the government has issued a decree that the capital will not be removed, as many had supposed it would be. A decree has also been issued permitting people to squat on all vacant lots. It is more than probable that a great deal of wood will be used in the construction of the new town, since the standing buildings before mentioned is the only one which has remained uninjured.

Considering the severe losses the people are very cheerful.

RAILROAD SLAUGHTER IN JERSEY.

Four Persons Killed on the Morris and Essex and Central Railroads.

Thomas Musgrove, aged seventy-eight, a resident of East Orange, while crossing the track of the Morris and Essex road at Orange Junction, yesterday forenoon, diagonally, was struck by the locomotive of the Dover express, landed twenty or thirty feet against a telegraph pole and instantly killed. He had been warned to get off the track. Shortly afterwards Adolph Fell, of Orange, narrowly escaped a similar fate in Newark. While walking along the track he was warned to keep off and laughed at those who proffered good advice. He said if any one was hurt on a railroad it would be their own fault. His words were verified almost immediately after. He was struck by a locomotive and dragged thirty feet. He was badly cut up, and was reported dead last evening.

Robert Fern, a conductor on the Morris and Essex Railroad, fell from his train, near Fort Morris, on Thursday afternoon, and was run over by the caboose. He was brought to Philadelphia by the half-past three o'clock train, and died shortly after his arrival. The remains were taken to Paterson for interment.

At Roselle, on the Central road, just below Elizabeth, a Mrs. Robinson, residing at the Roselle Hotel, was run over and killed about nine o'clock yesterday.

THE VIENNA EXHIBITION

Herald Special Report from the Austrian Capital.

Serious Charge Against the Mode of Appointment of American Commissioners.

Citizen Vanity Said To Have Been Ticked and Gratified for Gold.

The Cry of Cholera Circulated in the City Press.

Journalism Said To Be in Spiteful Antagonism to the Director.

TELEGRAM TO THE NEW YORK HERALD.

The following special despatch to the HERALD has been received from our correspondent in the capital of Austria:—

VIENNA, April 19, 1873.

Swindling is reported in connection with the appointment of the American Commissioners to the International Industrial Exhibition to be held in this city.

CITIZEN VANITY AND THE "TICKING FALM."

It is asserted that many of the Commissioners purchased the position for the sake of the honor of appearing in an official character at the assemblage of the Fair and during its management. One of the gentlemen says he has paid the sum of \$6,000, but the rate generally charged was somewhere in the neighborhood of \$2,000.

INCAPACITY AND INQUIRY.

The majority of the Commissioners are incapable persons. The more respectable among them are engaged in instituting inquiry into the matter of the swindle.

THE CRY OF CHOLERA.

The city journals, contrary to the custom of the Austrian metropolitan press, give prominence to reports which allege that cholera is present, and that the medical statements show the occurrence of five deaths from the disease in Vienna. The journals say, also, that cholera has been raging in the province of Karthen (Carinthia), in the northwestern portion of Illyria, during the whole of the Winter season, and that out of 1,000 cases 465 have proved fatal.

POOR IDEAS OF JOURNALISTIC ANIMUS.

It is supposed that this publication is made through spitefulness against the Director of the Exhibition, but the facts are as reported.

THE AUSTRIAN VICE CONSUL ON THE PREPARATIONS FOR VISITORS AT VIENNA—THE EXHIBITION BUILDING AND THE CHOLERA. Imperial and Royal Austro-Hungarian Consulate General, New York.

TO THE EDITOR OF THE HERALD:—

Seeing a special despatch in the HERALD from your correspondent in Vienna to the effect that the Industrial Exhibition building in that city is in a backward state of preparation and cannot possibly be finished for use on the 1st of May, and rumors having been circulated again and again that a postponement of the opening of the Exposition is contemplated, I beg leave to state, for the information of the public, that, according to advices just received from the Director-in-Chief of the World's Fair, the grand opening of the Exposition will positively take place on the 1st of May, and that all reports to the contrary are unfounded.